

20000831.ba v02_n976.bam.20000831

>From ???@??? Thu Aug 31 20:14:34 2000 -0500
Date: Thu, 31 Aug 2000 20:12:08 CDT
From: Old Tube Radios <boatanchors@theporch.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BOATANCHORS digest 2976
Message-Id: <20000901011210.A37C23B43B@devel43.theporch.com>

BOATANCHORS Digest 2976

Topics covered in this issue include:

- 1) Another another tube lot
by William Donzelli <aw288@osfn.org>
- 2) Re: MK484 IC
by "Steve" <scb@fly.hiwaay.net>
- 3) Zenith knob
by "Keith R. Erickson" <kognw@gte.net>
- 4) Re: connectors
by Paul Nelson <drhydro@uswest.net>
- 5) RE: connectors
by "Bill Hawkins" <bill@iaxs.net>
- 6) RE: connectors
by Morris Odell <Morris0@vifp.monash.edu.au>
- 7) Re: connectors
by Ed Zeranski <ezeran@concentric.net>
- 8) FS: KW-1 Transmitter
by Michael Crestohl <mc@sover.net>
- 9) Submarine Signal Company
by John_A_King@res.raytheon.com
- 10) BAMA problems
by William Fuqua <Wlfuqu00@pop.uky.edu>
- 11) Lubricant?
by "joe veras" <jveras@wwisp.com>
- 12) Vendor at Nashville Hamfest
by William Fuqua <Wlfuqu00@pop.uky.edu>
- 13) Re: MK484 IC
by polepeeg@aaa4rm.ba-watch.org (Marty's Refl. Drop)
- 14) Re: Lubricant?
by "James C. Garland" <4cx250b@miavx1.acs.muohio.edu>
- 15) Re: Lubricant?
by AA8TV@aol.com
- 16) Re: Lubricant?
by "Grant Youngman" <nq5t@home.com>
- 17) VANGUARD
by "Lloyd A. Scott, Jr." <res00goy@gte.net>
- 18) FS -- Boonton manuals on CD

by plmills@attglobal.net
19) Heath MT-1 Cheyenne Tx FS
by Jack Antonio <dia@dia.reno.nv.us>
20) T368 parts and pieces wanted
by plmills@attglobal.net
21) FS: Capacitance Substitution Box
by "Richard W. Solomon" <w1kszt@tiac.net>
22) Re: Lubricant?
by jackiv@juno.com
23) Q
by Morris Odell <MorrisO@vifp.monash.edu.au>

Date: Wed, 30 Aug 2000 23:40:16 -0400 (EDT)
From: William Donzelli <aw288@osfn.org>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Another another tube lot
Message-ID: <Pine.SUN.3.91-FP.1000830233907.4449J-100000@osfn.org>
MIME-Version: 1.0
Content-Type: TEXT/PLAIN; charset=US-ASCII

Here is lot F:

(25) battery tubes, nearly all 7 pin minis.

Same price - \$20, includes the shipping.

William Donzelli
aw288@osfn.org

Message-Id: <200008310351.e7V3pB720148@mail.hiwaay.net>
From: "Steve" <scb@fly.hiwaay.net>
To: Old Tube Radios <boatanchors@theporch.com>
Date: Wed, 30 Aug 2000 06:11:46 +0000
MIME-Version: 1.0
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7BIT
Subject: Re: MK484 IC
CC: Old Tube Radios <boatanchors@theporch.com>

Marty queries:

>"Anyone know it or a US source for this which appears to be a Ferranti UK
>chip.
>Web search shows all the rage in the UK qrp community.
>With one tuned ckt & a AAA you get a fair BC rx per reports.
>Of course output will be directed to a TUBE-damn ampfier."

Greetings Marty & Gp;

Get them here.

<<http://kitsrus.com/bits.html>>

Looks like \$10 bux would get you 'round 17 of 'em.

Go here for example of app.

<<http://www.thebest.net/wuggy/mk484.htm>>

Appears upper end is 'bout 3 mHz, so no HF unless you apply a tube (natch'!) downconversion F. E. & use its 72 dB gain as an IF amp + det w/agc. Not bad for a mini-milkstool at 1.5V !

> " (tks scb Steve for the tip)"
U R welcum!

Regards; Steve

Message-ID: <006401c01301\$6c479720\$09ad1f3f@GTEkognw>
From: "Keith R. Erickson" <kognw@gte.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Zenith knob
Date: Wed, 30 Aug 2000 23:10:37 -0500
MIME-Version: 1.0
Content-Type: multipart/alternative;
boundary="-----=_NextPart_000_0061_01C012D7.824C9720"

This is a multi-part message in MIME format.

-----=_NextPart_000_0061_01C012D7.824C9720
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: quoted-printable

Need an ivory volume control knob for a Zenith Automatic Console that I =
am working on. The radio is a three band radio with an extra band =
switch for push buttons for automatic selection of station. The volume =
control is on right side common with the tuning knob. The existing knob =
set screw will not tighten down on shaft.

Can any one help

Thanks and 73

Please email me

Keith R. Erickson kognw@gte.net

-----=_NextPart_000_0061_01C012D7.824C9720

Content-Type: text/plain; charset=us-ascii

Content-Transfer-Encoding: 7bit

```
* * * * *
*      ---REMAINDER OF MESSAGE TRUNCATED---      *
*      This post contains a forbidden message format      *
*      (such as an attached file, a v-card, HTML formatting) *
*      Mail Lists at theporch.com only accept PLAIN TEXT      *
*      If your postings display this message your mail program *
*      is not set to send PLAIN TEXT ONLY and needs adjusting *
* * * * *
```

-----=_NextPart_000_0061_01C012D7.824C9720--

Mime-Version: 1.0

Message-Id: <v04210103b5d39aa75c58@[10.0.0.2]>

Date: Wed, 30 Aug 2000 23:23:22 -0600

To: Old Tube Radios <boatanchors@theporch.com>

From: Paul Nelson <drhydro@uswest.net>

Subject: Re: connectors

Cc: gumbear@pacbell.net, boatanchors@theporch.com

Content-Type: text/plain; charset="us-ascii" ; format="flowed"

Morris, Arden, and all:

CAREFUL!

Those cords were made in two configurations.... as I recall, and I don't remember exact details, the ground and neutral pins were exchanged at some point in time, I think around 1976-77... to bring the pinouts into conformance with a wiring code... and I remember two versions being sold in that time period. Gear made before that time frame with those AC line connectors may well have wiring that conflicts with cords you buy now!!!

>Hi all,

>

>I'mm looking for one or two of the 3 pin female mains connectors used on
>older HP equipment. These have 3 pins in a shallow triangle configuration
>(almost in line). I suppose they went over to IEC connectors in the 1970s

>

>I have a couple of NOS manuals for the Boonton 260A Q meter to exchange if
>anyone is interested.

>

>73 de Morris VK3D0C

Paul Nelson W5GNF
Ames, Iowa

"When I go, I want to go quietly, in my
sleep, like my grandfather- not
screaming, like his passengers."

(DrHydro@uswest.net)

Cessna 140 N77149

"More hay, Trigger?"

"No thanks, Roy, I'm stuffed."

From: "Bill Hawkins" <bill@iaxs.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: connectors
Date: Wed, 30 Aug 2000 23:40:01 -0500
Message-ID: <000d01c01305\$86296d40\$290aa8c0@darius>
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

The guy with the really interesting .sig wrote:

>Those cords were made in two configurations.... as I recall, and I
>don't remember exact details, the ground and neutral pins were
>exchanged at some point in time, I think around 1976-77...

My recollection was that hot and neutral were swapped. The ground
lug was always the center pin. Certainly that can cause unexpected
results and should be investigated. But there are those among us
that hate the idea of switching the neutral wire inside of the
equipment box, and will deliberately rewire the set to swap the
hot and neutral wires. I prefer to hold down the voltage of the
pair of wires that snakes around the chassis to get to the power
switch because it reduces hum during operation. When the switch is
off, the transformer primary is elevated to line voltage, but the
chassis is grounded and the covers are in place.

Regards,
Bill Hawkins

"If God had intended us to vote, He'd have given us candidates."

Message-ID: <07A064EA6042D4118A62009027F70E778609@nt_exchange.vifp.monash.edu.au>
From: Morris Odell <MorrisO@vifp.monash.edu.au>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: connectors
Date: Thu, 31 Aug 2000 16:00:09 +1100

MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"

Hi all,

Paul Nelson said:

> CAREFUL!
>
> Those cords were made in two configurations.... as I recall, and I
> don't remember exact details, the ground and neutral pins were
> exchanged at some point in time

AARGH!

In my shack these cords will of course require an Australian mains plug (unique to this country and quite different from the US). Looks like I'll have to ohm-out the connections to the cord and boatanchor and connect the plug accordingly. In none of the bits of gear I need to use them with, is the connector easy to swap for an IEC. I routinely do this where I can in items such as Tek boatanchor oscilloscopes.

Say what you like about IEC connectors, they have at least removed a lot of the confusion that existed with mains connectors.

73

Morris

Message-Id: <4.2.0.58.20000830221130.00a5dac0@pop3.concentric.net>
Date: Wed, 30 Aug 2000 22:14:57 -0700
To: Old Tube Radios <boatanchors@theporch.com>
From: Ed Zeranski <ezeran@concentric.net>
Subject: Re: connectors
Cc: gumbear@pacbell.net, boatanchors@theporch.com
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"; format=flowed

At 11:23 PM 8/30/00 -0600, Paul Nelson wrote:

>Morris, Arden, and all:
>
>CAREFUL!
>
>Those cords were made in two configurations.... as I recall, and I don't

>remember exact details, the ground and neutral pins were exchanged at some
>point in time, I think around 1976-77... to bring the pinouts into
>conformance with a wiring code... and I remember two versions being sold
>in that time period. Gear made before that time frame with those AC line
>connectors may well have wiring that conflicts with cords you buy now!!!

True! I think the change first came when HP changed from the horizontal
oval three pinner to the round connector. Those flat horiz. three pin HP
connectors are getting hard to find , at least around here.

Message-Id: <4.2.2.20000831055235.00a36750@127.0.0.1>
Date: Thu, 31 Aug 2000 06:08:11 -0400
To: Old Tube Radios <boatanchors@theporch.com>
From: Michael Crestohl <mc@sover.net>
Subject: FS: KW-1 Transmitter
Cc: collins@listserv.tempe.gov
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"; format=flowed

Hello All:

Here's your chance to own one of ham radio's holiest of all holy grails!!!!

This KW-1, serial number 134, is located in Boston. It formerly belonged
to Mr Ed Bolton, WA3PUN of Harrisburg PA. It is in excellent condition
both electrically and cosmetically. It was recently completely gone over
by a broadcast engineer, Timothy M Smith, WA1LHR. Here are some details:

Cosmetically: Front Panel - original paint. Looks great. Some of the
smaller knobs are not original but are all standard Dakaware knobs easily
available.. The rest of the cabinet was recently painted. It is a close,
but not absolutely perfect match. It is nonetheless, excellent.

Electrically: The circuitry is definitely not all original. Several audio
modifications and improvements have been performed. The modulation
transformer was replaced with a UM-5 and the splatter filter components
have been removed. Several of the original audio components have been
replaced to improve the quality of the audio which now is excellent.

The audio on this transmitter is outstanding. The overhaul and rebuild was
completed in the spring of 1999 and this transmitter was used as a special
events station at the Rochester NY Hamfest where it was on the air for 24
hours to burn in the new components and test it under load. It performed
flawlessly. The engineer who performed the rebuild, Tim Smith, WA1HLR, is
well known in AM circles for the highest quality audio modifications. He
is presently a transmitter engineer with h8rmstrong Transmitters of Syracuse
NY and also is responsible for the high quality on WBCQ (7.415) The Planet

where is is on the engineering staff.

This transmitter may be inspected in Downtown Boston MA. Price is \$18,500.00 FOB Boston. Buyer is responsible for all crating and shipping costs.

If interested please contact me at:

mc@sover.net

73,

Michael Crestohl
mc@sover.net

From: John_A_King@res.raytheon.com
To: Old Tube Radios <boatanchors@theporch.com>
Message-ID: <8525694C.004345C3.00@ressud-as01.res.ray.com>
Date: Thu, 31 Aug 2000 08:15:45 -0400
Subject: Submarine Signal Company
Mime-Version: 1.0
Content-type: text/plain; charset=us-ascii
Content-Disposition: inline

Ed sed:
> I have a direction finder .." The Cape Cod Navigator " by Submarine Signal

Historical note: Submarine Signal Company was founded by Professor Reginald Fessenden, who on December 24, 1906 made the first AM radio transmission from Brandt Rock in Mass. Fessenden made other major contributions to the radio art, yet his name is not well known.

His Submarine Signal Company became a division of Raytheon prior to WWII, and survives in spirit today as Raytheon's Naval & Maritime Integrated Systems division. The research vessel is still named SubSig II, and to many of us, the place will always be SubSig.

73,

John King WA1ABI

Message-Id: <4.2.0.58.20000831083009.00ba3910@pop.uky.edu>
Date: Thu, 31 Aug 2000 08:31:19 -0400
To: Old Tube Radios <boatanchors@theporch.com>
From: William Fuqua <Wlfuqu00@pop.uky.edu>

Subject: BAMA problems
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"; format=flowed

I have not been able to get a schematic off the BAMA web site for 2 days now.

Does anyone know what is wrong?

73

Bill wa4lav

From: "joe veras" <jveras@wwisp.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Lubricant?
Date: Thu, 31 Aug 2000 05:35:39 -0500
Message-ID: <NCBBJNDBODNKKMAJGNADIELICCAA.jveras@wwisp.com>
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Now that I've finished cleaning all the dried-up, 54 year-old grease from the ball-drive used in the two-speed tuning on my RME-45, does anyone have a suggestion for a new lubricant? Also what about a lube for the gears that drive the tuning cap? Drake's service dept. recommends that no lube be used on the tuning gears (with the exception of the PTO lead screw) in its 4-line radios; don't know if similar advice would apply to the RME.

Thanks,

Joe, N4QB

Message-Id: <4.2.0.58.20000831083139.00ba8f00@pop.uky.edu>
Date: Thu, 31 Aug 2000 08:35:35 -0400
To: Old Tube Radios <boatanchors@theporch.com>
From: William Fuqua <Wlfuqu00@pop.uky.edu>
Subject: Vendor at Nashville Hamfest
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"; format=flowed

There was a vendor at the Nashville, TN hamfest that was selling parts from old CAT scan machines and misc other stuff such as small Lambda 12 power supplies and such. He had some odd tubes as well. Does anyone know who this guy was and how to get contact him?

Please e-mail direct to Wlfuqu00@pop.uky.edu.

73

Bill wa4lav

Date: Thu, 31 Aug 2000 08:50:23 -0400
From: polepeeg@aa4rm.ba-watch.org (Marty's Refl. Drop)
Message-Id: <200008311250.IAA07949@aa4rm.ba-watch.org.>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: MK484 IC

Steve that guy wants you to mail \$25 cash to Hong Kong.

You know, the Peter one @

<http://kitsrus.com/bits.html>

Then he (says) he'll air-mail 20 back.

I wrote him & offered a \$25 visa charge for

<html>
<!-- this so Exchange Express shows table ok. Un-fancy, expeditious tagging
<pre>

20 chips @ .75/ea	\$15	(this per web-site which also says \$20 min. order)
air mail	\$3	
7% Visa	\$1	
'handling'	\$6	

</pre>
</html>

Told me take biz to a guy in Oz

Caveat Emptor

Thanks,

Marty

Message-Id: <3.0.5.32.20000831095640.00800ca0@miavx1.muohio.edu>
Date: Thu, 31 Aug 2000 09:56:40 -0400
To: Old Tube Radios <boatanchors@theporch.com>

From: "James C. Garland" <4cx250b@miavx1.acs.muohio.edu>
Subject: Re: Lubricant?
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Hi Joe

I've used a wonderful synthetic lubricant that you can get at any auto parts store. It's a teflon-impregnated silicone lubricant, roughly the same consistency as lubriplate. Several manufacturers sell the stuff. I bought a toothpaste-sized tube of the stuff for about \$5. As an experiment, I put a dab of it on a metal plate next to a dab of lubriplate (white lithium grease) and heated it to 200 degrees in the oven, and then to zero degrees in the freezer. The lubriplate softened at high temps and hardened at low temps, but the synthetic grease was unchanged. I've used the stuff to rebuild my T2X rotor, and it worked great. Should be just the ticket for vernier planetary drives. Don't use it on exposed gears where it can collect dust and grime.

73,

Jim Garland W8ZR

At 05:35 AM 8/31/00 -0500, you wrote:

>Now that I've finished cleaning all the dried-up, 54 year-old grease from
>the ball-drive used in the two-speed tuning on my RME-45, does anyone have a
>suggestion for a new lubricant? Also what about a lube for the gears that
>drive the tuning cap? Drake's service dept. recommends that no lube be used
>on the tuning gears (with the exception of the PTO lead screw) in its 4-line
>radios; don't know if similar advice would apply to the RME.

>

>

>Thanks,

>

>Joe, N4QB

>

>

James C. Garland
Office of the President
Miami University
Oxford, OH 45056
(513) 529-2346

From: AA8TV@aol.com
Message-ID: <f4.2588cd2.26dfc230@aol.com>
Date: Thu, 31 Aug 2000 10:14:08 EDT
Subject: Re: Lubricant?

To: Old Tube Radios <boatanchors@theporch.com>
MIME-Version: 1.0
Content-Type: text/plain; charset="US-ASCII"
Content-Transfer-Encoding: 7bit

I found this cool web site for lubricants.

<http://www.shorinternational.com/WatchOilGrease.htm>

73, Ed
AA8TV

Lakewood, Ohio

From: "Grant Youngman" <nq5t@home.com>
To: Old Tube Radios <boatanchors@theporch.com>
Date: Thu, 31 Aug 2000 10:22:06 -0500
MIME-Version: 1.0
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7BIT
Subject: Re: Lubricant?
Message-ID: <39AE31CE.1925.2D36B51F@localhost>

> I found this cool web site for lubricants.
>
> <http://www.shorinternational.com/WatchOilGrease.htm>

I use NyOil and Nye Watch Oil (both available from Shor) for many lubricating tasks, especially the fine mechanisms in my Curta calculators and BA radio tuning mechanisms, of course. Shor also carries interesting tools.

Another lubricant that's handy to have around is Photolub, designed specifically for plastics and plastic gears.
See <http://www.micro-tools.com/lubricants.htm>. This site (specializing in camera repair tools and supplies) also has a fine selection of other lubricants and small tools, including Bristo(l) splines and other interesting stuff you don't see at your local hardware store or electronics supplier. The damping greases on the lubricant list can be used in pots and other rotating controls to give a really nice "feel".

Grant

Grant Youngman -- NQ5T
nq5t@home.com
<http://www.globeking.com>

Double Oak, TX (near Dallas)

Message-ID: <39AE331A.DCC75842@gte.net>
Date: Thu, 31 Aug 2000 10:27:39 +0000
From: "Lloyd A. Scott, Jr." <res00goy@gte.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: VANGUARD
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Hello All: I apologize for the band width this is not a boat anchor in the normal definition. I have a Vanguard Dual Gate Mosfet, RF Pre amp. does anyone know possibly frequency and I need to power it up. No voltages just + and - marked on chassis
Many thanks in advance
Lloyd Scott
--

Located in Bartow, Florida Citrus Capital of the world
Home to the Feared Citrus Canker and Soil Nematodes
Radios: Harris RF-550, 551, Motorola R390, IC R70
FRG 9600, and M-6000

Message-ID: <39AE9CAD.F84E3D9B@attglobal.net>
Date: Thu, 31 Aug 2000 12:58:05 -0500
From: plmills@attglobal.net
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: FS -- Boonton manuals on CD
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Hello,

I have the following manuals on CD in Adobe .pdf format:

Boonton 265A
Boonton 260A
Boonton 190A

These were scanned from good quality original manuals. The CD also contains an installable copy of the Adobe Reader 4.05 necessary to view and print these files. I'll sell a CD for \$8 which includes first class postage in US. Please e-mail me if you have any interest.

thanks & 73,
Phil
W5BVB

Message-ID: <39AEC0F8.6F44@dia.reno.nv.us>
Date: Thu, 31 Aug 2000 13:32:57 -0700
From: Jack Antonio <dia@dia.reno.nv.us>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Heath MT-1 Cheyenne Tx FS
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Good afternoon all

I have a Heathkit MT-1 Cheyenne transmitter for sale. In rough shape, power output is low, VFO is way off frequency, but it does modulate. Front panel is fair, case could stand to be repainted, it does have a few extra mounting holes in the top. There is a chipped piece out of the dial drum, but I have the piece and it could be glued back in.

Warning! It has the ugliest collection of non-Heathkit knobs you are ever likely to see on a radio.

I was going to try and restore this guy, but wound up with a better one. Also has the W7FG copy of the manual.

\$30 plus shipping from Reno NV 89502

Thanks

Jack Antonio WA7DIA
dia@dia.reno.nv.us

Message-ID: <39AED3CB.35FF4466@attglobal.net>
Date: Thu, 31 Aug 2000 16:53:15 -0500
From: plmills@attglobal.net
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: T368 parts and pieces wanted
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Hello,

This is my semi-annual plea for parts and pieces I need

to complete my T-368.

First, I need the 1500 pf vacuum variable. Or, at least, could someone please tell me the manufacturer/model/part number. Along this vein, I need 2 reducers to take a 1/2 inch shaft down to 1/4 inch.

Also, I bought a blower motor and bracket from Fair Radio and discovered on looking at the pictures in the manual that I still need the little angular baffle box that directs air from the hole in the back panel to the blower inlet.

Finally, I need the filament transformer for the 4-400 final tube....this is the one that also has the 26 volt winding for the 6000 tube.

thanks,
Phil
W5BVB

From: "Richard W. Solomon" <w1kszt@tiac.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: FS: Capacitance Substitution Box
Date: Thu, 31 Aug 2000 19:34:44 -0400
Message-ID: <LOBBJFMMJJCIMDIAGBJLOEPAFAAA.w1kszt@tiac.net>
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Made by IET Labs, in Westbury NY. Model CS-301 Capacitance Substituter.
Uses 1% caps and 6 thumbwheel switches to cover 100 pf to 100 uf.
Rated at 100 vdc (20 vdc 10-100 uf). Binding post output.
\$28, shipped prepaid CONUS.
73, Dick, W1KSZ

To: Old Tube Radios <boatanchors@theporch.com>
Cc: boatanchors@theporch.com
Date: Thu, 31 Aug 2000 13:43:06 -0500
Subject: Re: Lubricant?
Message-ID: <20000831.185301.-69771.1.jackiv@juno.com>
MIME-Version: 1.0
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit
From: jackiv@juno.com

I have found that a synthetic grease by Mobil to be very good in these applications. If you can find SHC-28 in small quantities, it is ideal. Try your local aircraft maint shop for very low temp wheel bearing grease, that should be the right stuff. Use but a very thin film as too much will just set there.
old "been there and done that" Jack Iverson

On Thu, 31 Aug 2000 05:35:39 -0500 "joe veras" <jveras@wwisp.com> writes:
> Now that I've finished cleaning all the dried-up, 54 year-old grease
> from
> the ball-drive used in the two-speed tuning on my RME-45, does
> anyone have a
> suggestion for a new lubricant? Also what about a lube for the
> gears that
> drive the tuning cap? Drake's service dept. recommends that no lube
> be used
> on the tuning gears (with the exception of the PTO lead screw) in
> its 4-line
> radios; don't know if similar advice would apply to the RME.
>
>
> Thanks,
>
> Joe, N4QB
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>

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Hi all,

It is said that a man with a watch knows the time but a man with 2 watches is always unsure.

So it is with electronic measuring instruments, most recently for me with Q meters.

For the last few years I have used a Marconi TF1245 Q meter which is a 1960s vintage device, physically quite large together with its TF1246 oscillator

unit, and satisfyingly elaborate. One of the important things about Q meters is the need to regulate various supplies to the oscillator and detector (including heater voltages) and the Marconi is typically British in its design with electronic voltage regulation, a transductor, lots of trimpots to get it just right, and lots of 1960s vintage British capacitors to bugger it up. Once it worked, I fell in love with it - Q meters are one of those instruments like Tek 575 curve tracers that you never know how you did without once you use one. They are extremely versatile and can be used to make measurements on all passive components as well as transmission lines. I suppose the best modern equivalent is the network analyzer although I believe HP still make quite expensive Q meters as well.

Although I had adjusted what tweaks I could using voltmeters as described in the manual, I never really thought too much about accuracy until last week when a Boonton 260A landed in the boatanchorium.

This US classic (Boonton was bought out by HP) is an absolutely beautiful piece of industrial art. It was in almost unused condition although rather grubby and worked properly immediately from the start. It covers a slightly smaller Q and HF frequency range than the Marconi but the difference is minimal at frequencies below 50 MHz. (I don't have the appropriate oscillator but the Marconi can also be used way up into the VHF region.) The Marconi manual is a much more comprehensive "textbook" than the Boonton one.

Of course, the two gave different readings on a selection of inductors - which one was more correct? Well, there are various ways of checking coils that don't rely on the exact calibration - one method relies on measuring "half power points" as the measuring circuit is detuned, another involves comparison with known components. In my case I didn't have any inductance or Q standards so I opted for measuring the Q of a few coils at low frequencies with & without a small noninductive resistor in series. The results definitely showed that despite its age, the Boonton was "spot on" at least at the frequencies I was using. A re-tweak of the Marconi calibration eventually brought it to within a few percent of the Boonton although there is still some difference at higher frequencies. I suspect this is due in part to the absence of a nonmetallic measuring platform on the latter.

The Q meter manuals all describe sets of standard inductances and/or Q standards that were part of the kit. Needless to say, both my meters are without theirs - they are obviously in that special place populated by R-390A tools and odd socks. If anyone has a set of Q meter coils that they would like to sell, I would be very interested in obtaining some. They are home-brewable, but obviously the real thing is preferred.

73 de Morris VK3DOC

End of BOATANCHORS Digest 2976
